



### Caltrans District 3

#### District Address

703 B Street, Marysville, CA 95901  
P.O. Box 911, Marysville, CA 95901

#### Goods Movement Contacts

District 3: Jeff Morneau, [Jeff\\_Morneau@dot.ca.gov](mailto:Jeff_Morneau@dot.ca.gov), 530-741-4507  
HQ: Debbie Nozuka, [Debbie\\_Nozuka@dot.ca.gov](mailto:Debbie_Nozuka@dot.ca.gov), 916-651-6012

District 3 covers a geographically diverse, 11-county area in the northern Central Valley, with the Sacramento Metropolitan area on the south, the interior coastal range on the west, flat agricultural land across the valley, and foothills, river canyons, the Sierra Nevada mountains, and the Lake Tahoe Basin on the east. The District includes the counties of Sacramento\*, El Dorado\*, Placer\*, Yuba\*, Sutter\*, Yolo\*, Glenn, Colusa, Butte, Sierra, and Nevada. [Asterisk (\*) denotes counties represented by the Sacramento Area Council of Governments (SACOG). Placer and El Dorado counties retain RTPA status up to the crest of the Sierra Nevada. The Tahoe Regional Planning Agency (TRPA) operates in the Tahoe Basin.]

### TRUCKING

#### Primary North-South Routes

- Interstate 5 (a "Corridor of the Future"<sup>1</sup>)
- SR 99/70/149 ("Focus Routes"<sup>2</sup> and "Farm-to-Market"<sup>3</sup> corridor)

#### Primary East-West Routes

- Interstate 80 (part of a national freight corridor targeted for multi-state operations coordination efforts, including the I-80 Winter Operations Coalition)
- US 50 (traverses the nation from West Sacramento, CA to Ocean City, Maryland)
- SR 20 (a "Focus Route")

#### Trucking Issues

- Corridors with elevated freight volumes, such as I-5 and I-80, have high truck pavement damage impacts.
- Remote sensing technology is used to gauge road-base thickness (to determine resistance to damage) on older multi-lane highways.
- Careful design and daily detour updates has helped to achieve low incidences of problems around construction sites.
- Oversized loads will be aided by reconstruction work over the Sierra and raising overpasses.
- Operational and high occupancy vehicle (HOV) improvements will help address anticipated increased congestion through Sacramento and Roseville.
- To improve Surface Transportation Assistance Act (STAA) truck access in rural areas, Caltrans has approved "terminal access" for parts of SR 49 and SR 89 in Sierra County. Hazardous

materials/waste restrictions exist on SR 20 near Clear Lake.

- Low Levels of Service (LOS) exist due to limited passing opportunities or physical restrictions such as sharp curves.
- Improvements to narrow, winding roadways with steep grades and/or sharp curves may result in slight travel speed improvements and possible lifting of truck length restrictions.
- Because a truck parking shortage exists, Caltrans works to accommodate parking through ramp and intersection design and advocacy with local partners.
- Region-wide problems exist with heavy trucks using non-STAA routes and causing damage to local roadway pavements. An I-5/SR 99 study regarding this issue is currently being pursued.

### RAIL LINES

Union Pacific (UP) is the primary Class I<sup>4</sup> railroad in the area, with Burlington Northern Santa Fe (BNSF) Railway having some trackage rights. Two active short line railroads, Sierra Northern Railway and California Northern Railroad also serve the area. The largest rail facility on the U. S. West Coast, J. R. Davis Rail Yard in Roseville, moves over 1,100 cars per day.

A Trade Corridor Improvement Fund (TCIF) project to move the existing UP mainline northward in the vicinity of the Sacramento Amtrak Depot (Sacramento Intermodal Facility Track Relocation) has been approved. UP has completed the tunnels portion of the Donner ("Central Corridor") Double Track, Tunnels Modification project identified in the 2007 State Rail Plan; the double track portion is yet to be completed.

# Freight Planning Fact Sheet

---

## Rail Issues

- Air quality/environmental issues exist in areas near the J. R. Davis Rail Yard.
- As with other areas nationwide, more mainline track miles are needed to keep up with anticipated demand, but rail infrastructure is expensive to build and maintain.

## AIR CARGO AIRPORTS

- Sacramento International Airport (SMF) has room to expand.
- The plan for Mather Airport near SR 50 is to create a major western regional air cargo center. It already has onsite warehousing and a long runway.
- McClellan Airport near I-80 has room to expand.

## Airport Issues

At Mather, noise problems and encroaching development have been issues. The economic downturn has stalled a business park planned east of the SMF to support air cargo businesses.

## SEAPORTS

### Port of West Sacramento

The Port of West Sacramento mainly handles bulk agriculture (e.g., rice), forest products, and building materials (e.g., cement). The current business model emphasizes tenant uses. Two new projects will allow barge services and fully loaded ships to use the Port:

- The Sacramento River Deep Water Channel Trade Corridors Improvement Fund (TCIF) project will increase channel depth from 30 to 35 feet.
- The “Marine Highway”—a U.S. DOT Transportation Investment to Generate Economic Recovery (TIGER) grant-funded project awarded to the ports of Sacramento, Stockton, and Oakland. This \$30 million project provides infrastructure and equipment for a new barge container service.

## Port Issues

- Encroaching residential development.
- Relatively small local market for heavy bulk goods.
- Major infrastructure improvements are needed to become more competitive.

## SOURCES AND ADDITIONAL INFORMATION

SACOG Regional Goods Movement Study, Phases I and II: [http://www.sacog.org/goodsmovement/study/Goods\\_Movement\\_Action\\_Plan.pdf](http://www.sacog.org/goodsmovement/study/Goods_Movement_Action_Plan.pdf), California Air Resource Board and Business, Transportation and Housing (2007): <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>.

District 3 District System Management Plan (DSMP) and Transportation Concept Report/Transportation System Development Plan Source: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>

Regional/Metropolitan Transportation Plans for SACOG <http://www.sacog.org/mtp/2035/final-mtp>, and counties of Butte <http://www.bcag.org/Planning/2008-RTP/index.html>, Colusa, Sierra, Nevada <http://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>, and Glenn <http://www.gcppwa.net/resources.aspx#Planning>

Trade Corridors Improvement Fund (TCIF): <http://www.catc.ca.gov/programs/tcif.htm>

California State Rail Plan: <http://www.dot.ca.gov/rail/go/dor/division-of-rail-reports/index.cfm>

Port of West Sacramento website: <http://www.portofwestsacramento.com/city/port/>

---

## NOTES

1. **Corridor of the Future:** One of the first six interstate routes identified by the U.S. Department of Transportation in 2007 to participate in a federal initiative to develop multi-state corridors to help reduce congestion (Interstates 5, 10, 15, 69, 70, and 95).
2. **Focus Route(s):** Identified in the Interregional Transportation Strategic Plan (ITSP), this subset of the *High Emphasis Routes* highlights the State’s highest priority routes that, when complete, will connect all urban areas and geographic goods movement gateways, as well as link rural and small urban areas to the trunk system.
3. **Farm to Market:** The U.S. Department of Transportation has defined the California Farm to Market Corridor, SR 99 from south of Bakersfield to Sacramento, as a High Priority Corridor on the National Highway System.
4. **Class I:** A large freight rail carrier having annual operating revenues of \$250 million or more as annually adjusted by for inflation by the Surface Transportation Board. This group includes the nation’s major railroads.

# Freight Planning Fact Sheet

